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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Poland	REPORT		25X1
SUBJECT	State Commission for Vehicle Appraisal	DATE DISTR.	3 February 1955	
		NO. OF PAGES	3	
DATE OF INFO.		REQUIREMENT NO.	RD	
PLACE ACQUIRED		REFERENCES		25X1

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(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

25 YEAR RE-REVIEW

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COUNTRY Poland

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DATE DISTR. 23 Dec 1954

SUBJECT State Commission for Vehicle Appraisal

NO. OF PAGES 2

DATE OF INFORMATION

REFERENCES:

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1. The State Commission for Vehicular Appraisal (Panstwowa Komisja Oceny Taboru) was officially established in March 1954. [redacted] 25X1
its creation was approved by the Council of State (Rada Panstwa) upon the recommendation of the State Commission for Economic Planning (Panstwowa Komisja Planowania Gospodarczego). [redacted] 25X1
[redacted] the purpose of the commission was to see that all vehicle production in Poland was centrally approved for uniform and coordinated production, based on the country's needs and production potential. It was designed to preclude unnecessary overlapping and duplication. 25X1
2. The Commission [redacted] had six civilian members and two military members. They were: Vice-Minister Juliusz Burgin of the Ministry of Road and Air Transport (Ministerstwo Transportu Drogowego i Lotniczego) who was the head of the Commission; another Vice-Minister (name unknown), probably from the Ministry of Machine Industry (Ministerstwo Przemyslu Maszynowego); Colonel Underko, (fnu) possibly Russian, from his accent and rumored travels to Russia, from the Ministry of Defense; Major Stanislawski (fnu) of Department 13 which was subordinate to the General Staff; engineer Tebicki (or Tepicki) (fnu) probably from the Ministry of Machine Industry, who was secretary of the Commission; engineer Bohdan Nowakowski, the director of the technical department in the Ministry of Road and Air Transport; another engineer (fnu) from Nowakowski's department; and [redacted] one of the chief engineers in the Jelcz Automobile Factory in Jelcz (Jeltsch-N 51-01, E 17-19). There were alternate members selected for the Commission [redacted] 25X1
[redacted] 25X1
3. The first meeting was held in Warsaw during the last part of March or early April 1954. Subsequent meetings were held every two weeks until about late May or early June 1954 when weekly meetings were called due to the heavy work-load. [redacted] 25X1

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4. The Commission received plans and blue prints for the production of various vehicles in Poland. It discussed and examined the proposed production mostly on its technical merits but also considered possible substitutes, practicability, costs, and the production potential available. Many of these aspects had already been considered at the very initiation of a production proposal and tentatively approved by the Ministry of Road and Air Transport and/or the Ministry of Machine Industry but the Commission with its military members had the final word of approval. Sub-commissions could be formed from the outside to further study a proposed production from any particular angle. In fact [redacted] any individual or organization could be called in or practically recruited to study and pass judgement on any project. Technical experts and professors were occasionally present at meetings. General overall plans or statistics on production figures (past, present or future) were never discussed or presented in the Commission. 25X1
5. The military representatives in the Commission had a strong interest in all proposed production [redacted] only once during a discussion of a proposed bus production did the military suggest a modification; a rear door was suggested for convertibility to military use. 25X1
6. The Commission discussed and approved the production of a Star 21 truck which was to be a modified version of the Star 20, the only original and completely Polish vehicle produced. The Star 20 was too fast for the rear axle assembly and drive shaft which bogged down too often. The Star 21 is to be produced in 1955. [redacted] it would be produced at Starachowice (N 51-04, E 21-04) where the Star 20 is produced. 25X1
7. A 45 cubic centimeter motor bicycle was rejected by the Commission but it approved the construction of a 125 cubic centimeter model for further testing. A condition of this production was that the motor had to be adaptable to all bicycles.
8. A 350 cubic centimeter motorcycle, to be called the M350, was approved by the Commission to be produced, probably by the S. H. L. motorcycle producers which is somewhere near Warsaw. The production of this was begun before the creation of the Commission since [redacted] 30 models were already being tested. 25X1
9. The model production of an eight-ton diesel truck was discussed and approved. This truck [redacted] was to have the first engine in the world to be placed at a 45 degree angle. This position was a compromise of benefits from the horizontal and vertical positions but the prime factor was to reduce the height of the vertical position. [redacted] this truck would not be produced until sometime about 1959. The model was to be produced by some exclusively experimental shop near Warsaw. 25X1
10. The Commission also approved a 500 cubic centimeter motor for a fire fighting water pump [redacted] 25X1

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